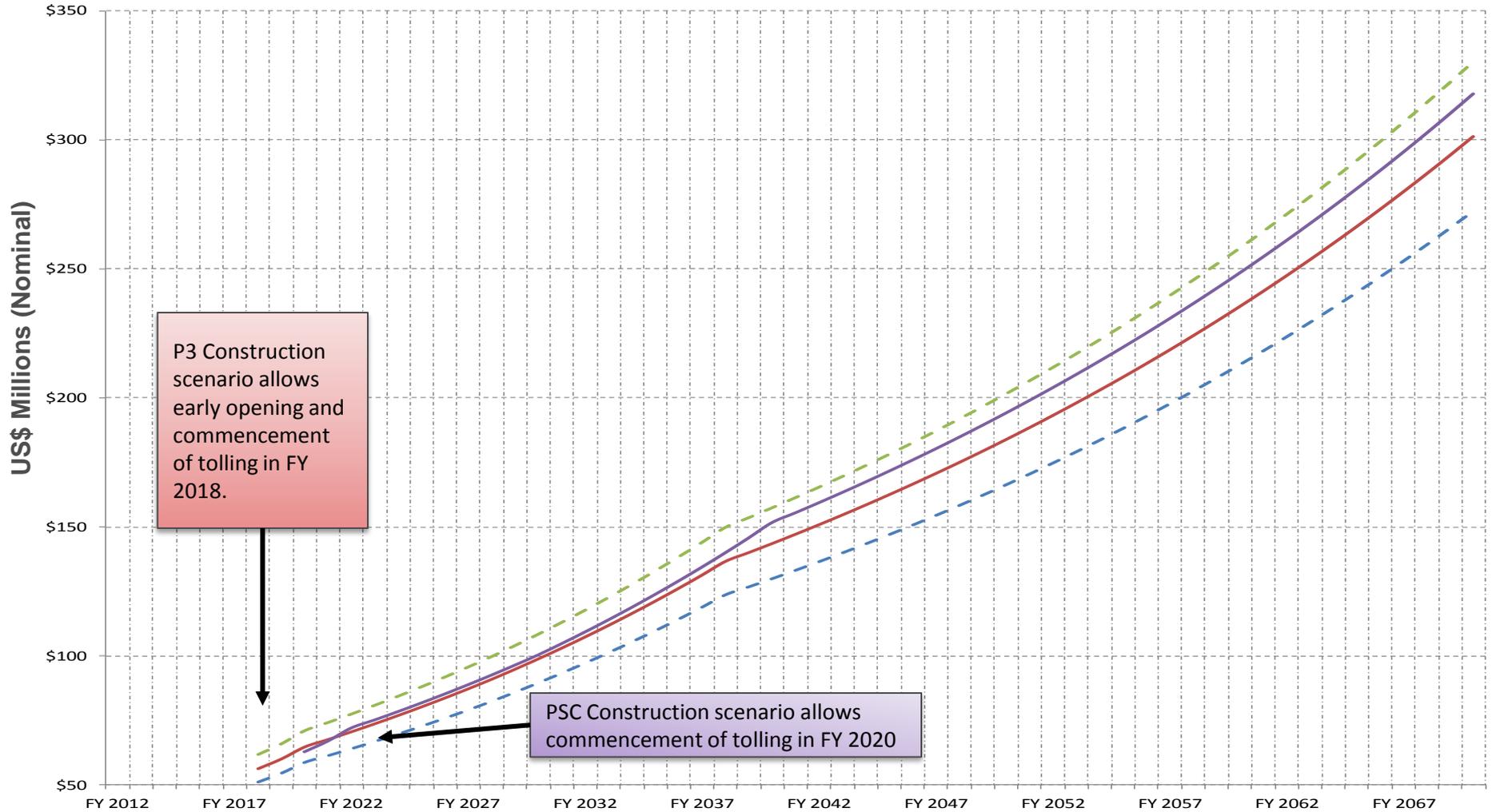


Financial Model Inputs (SR 509 Express Toll Lanes)

Revenue Assumptions

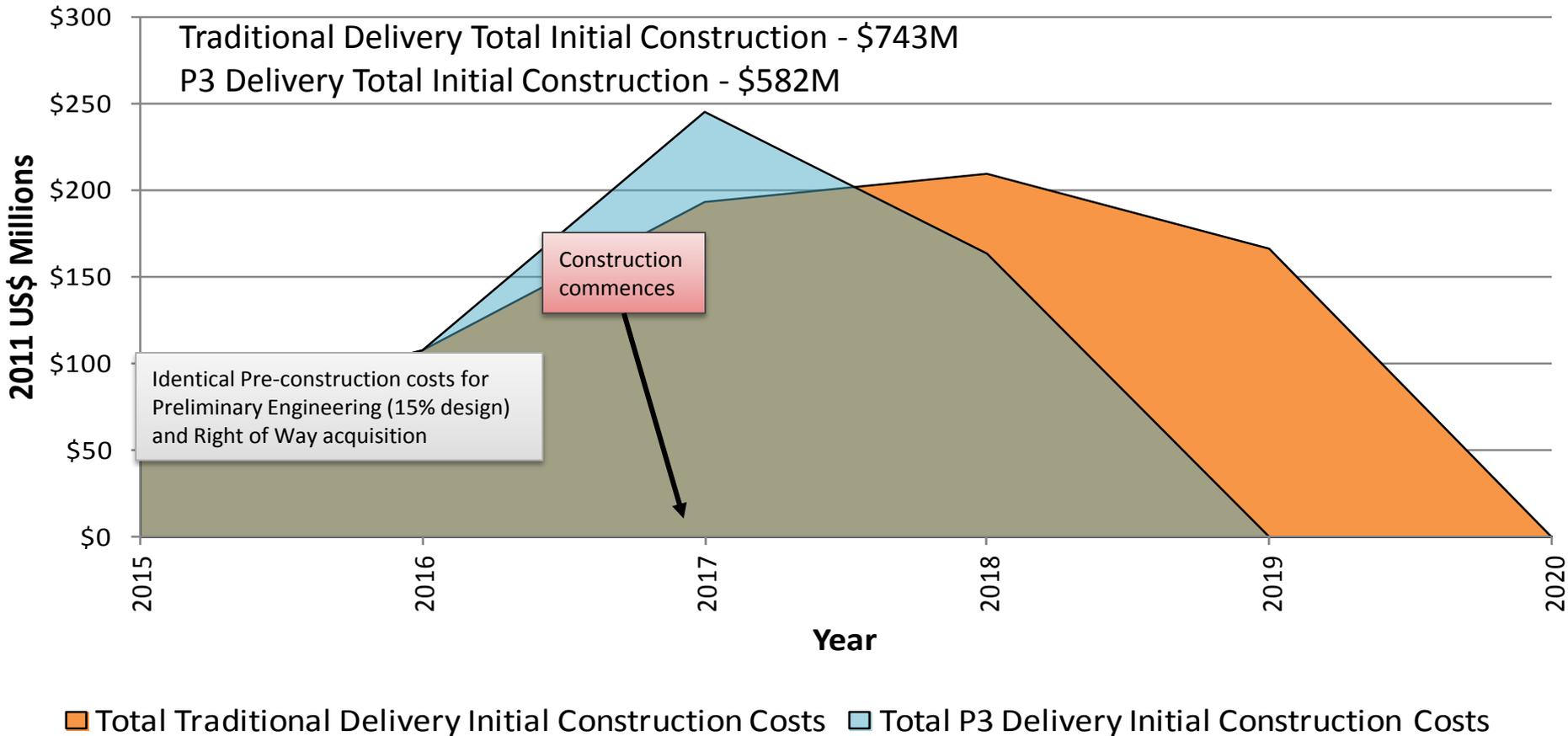
PSC Revenue Assumptions		P3 Revenue Assumptions	
Base Case		Base Case	
		High Case	
		Low Case	



Construction Costs

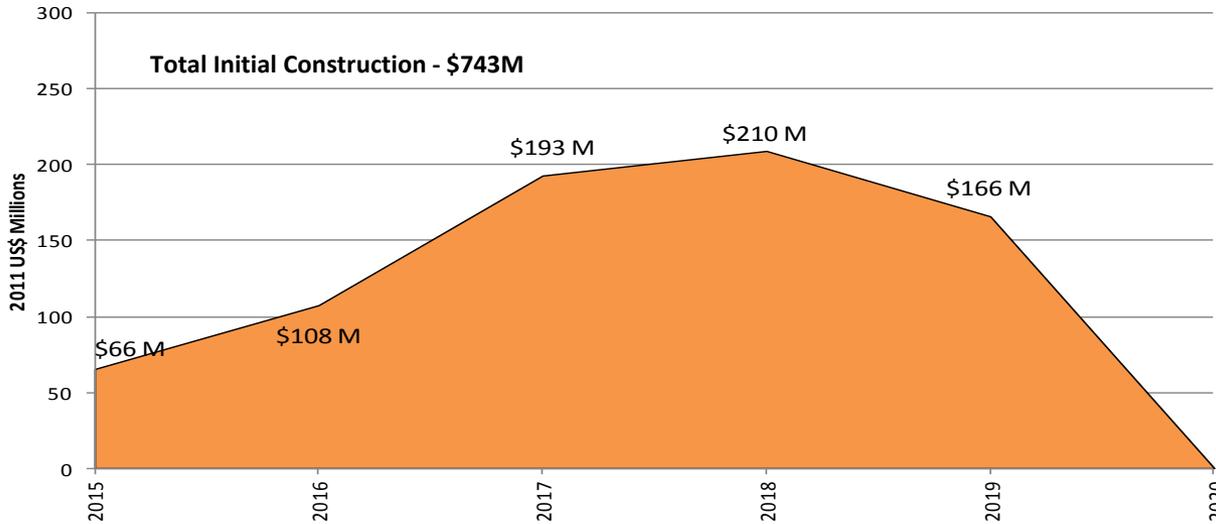
P3 Case assumes accelerated construction schedule

Initial Construction Costs Comparison



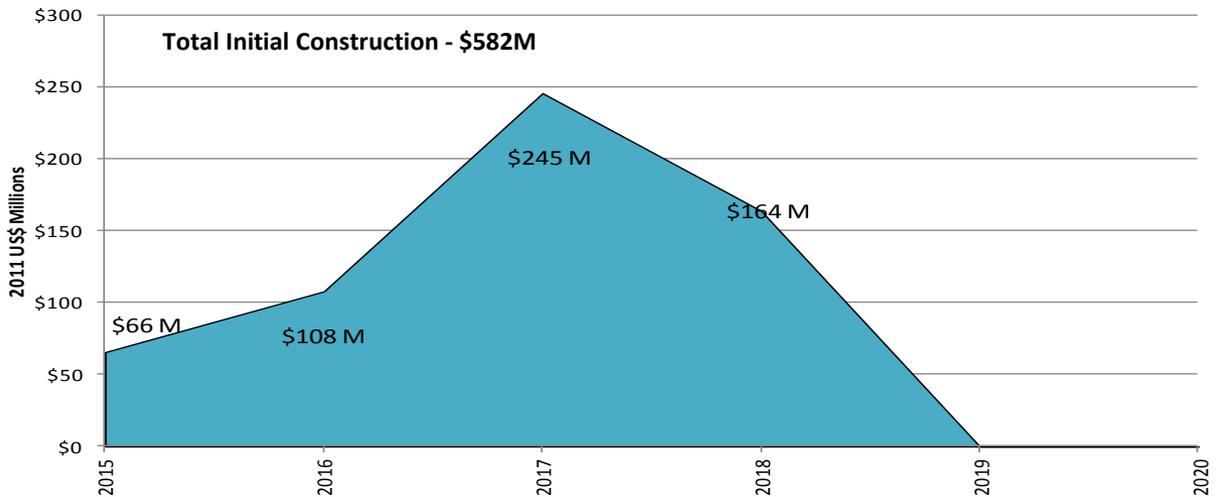
Construction Costs

Traditional Delivery Initial Construction Costs



Right of Way and Design costs are assumed the same for both forms of delivery

P3 Delivery Initial Construction Costs

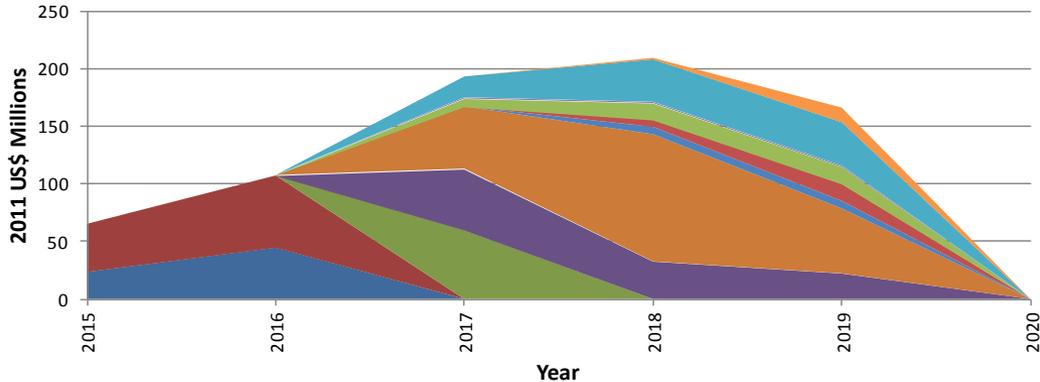


Initial Construction Costs Savings for the P3 Delivery method are based on the ability of the private sector to complete construction within 4 years instead of 5, reducing all time dependant costs such as Mobilization & Preparation and Traffic Control, and to a lesser extent other costs such as Design

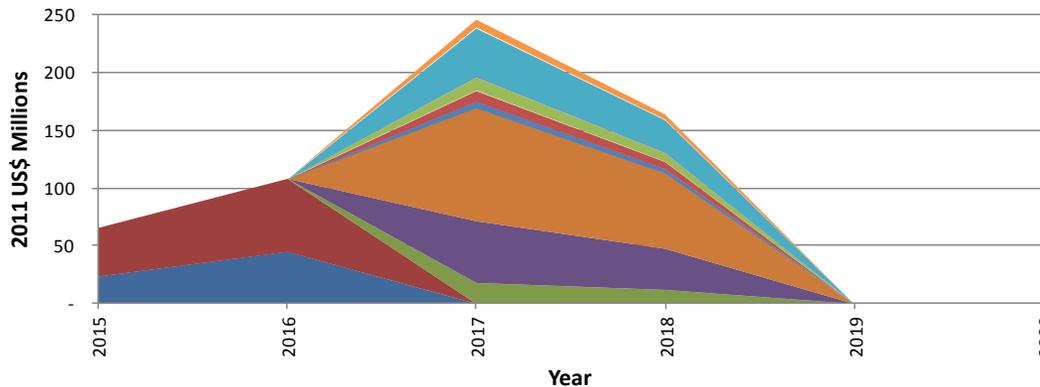
The private sector would have the ability to bulk purchase materials such as steel which could potentially provide significant savings . This has been assumed for this project.

Construction Costs

**SR 509 Express Toll Lanes
Traditional Delivery Initial Construction Costs**



**SR 509 Express Toll Lanes
P3 Delivery Initial Construction Costs**



SR 509 Express Toll Lanes Initial Construction Costs (Millions)	Traditional Delivery	P3 Delivery
DESIGN	\$68	\$68
RIGHT of WAY	\$105	\$105
MOBILIZATION AND PREPARATION	\$60	\$30
GRADING, DRAINAGE AND STOCKPILING	\$108	\$89
WATERLINES, STORM AND SANITARY SEWERS	\$0	\$0
STRUCTURES	\$221	\$164
ASPHALT AND SURFACING	\$13	\$10
CEMENT CONCRETE PAVEMENT	\$21	\$16
TRAFFIC CONTROL	\$37	\$19
OTHER ITEMS	\$2	\$2
NON - BID COSTS 700 Level Items	\$93	\$70
TOLLING & ITS	\$14	\$11
Total Construction Cost	\$743	\$582

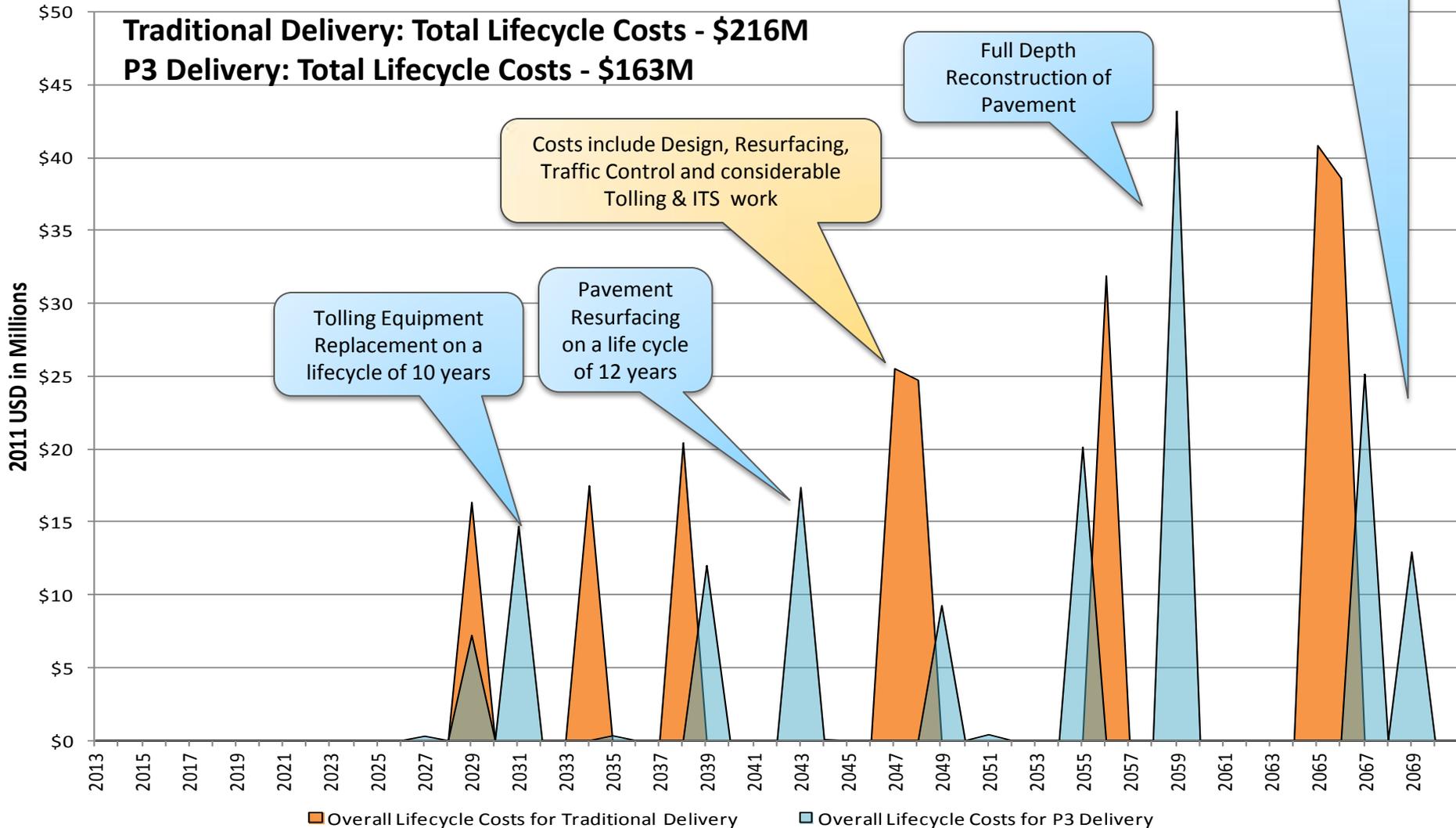
* Other Items include Design, QAQC (15%), Guardrail, Signage other minor items, Environmental mitigation like recon of wetlands, stream restoration etc, differing site conditions

** Non Bid Costs include sales tax, construction engineering (WSDOTs own and sub costs to inspect during construction) contingency, stipend for failed bidders

- DESIGN
- RIGHT of WAY
- MOBILIZATION AND PREPARATION
- GRADING, DRAINAGE AND STOCKPILING
- WATERLINES, STORM AND SANITARY SEWERS
- STRUCTURES
- ASPHALT AND SURFACING
- CEMENT CONCRETE PAVEMENT
- TRAFFIC CONTROL
- OTHER ITEMS
- NON - BID COSTS 700 Level Items
- TOLLING & ITS

Lifecycle Costs

Lifecycle Cost Comparison



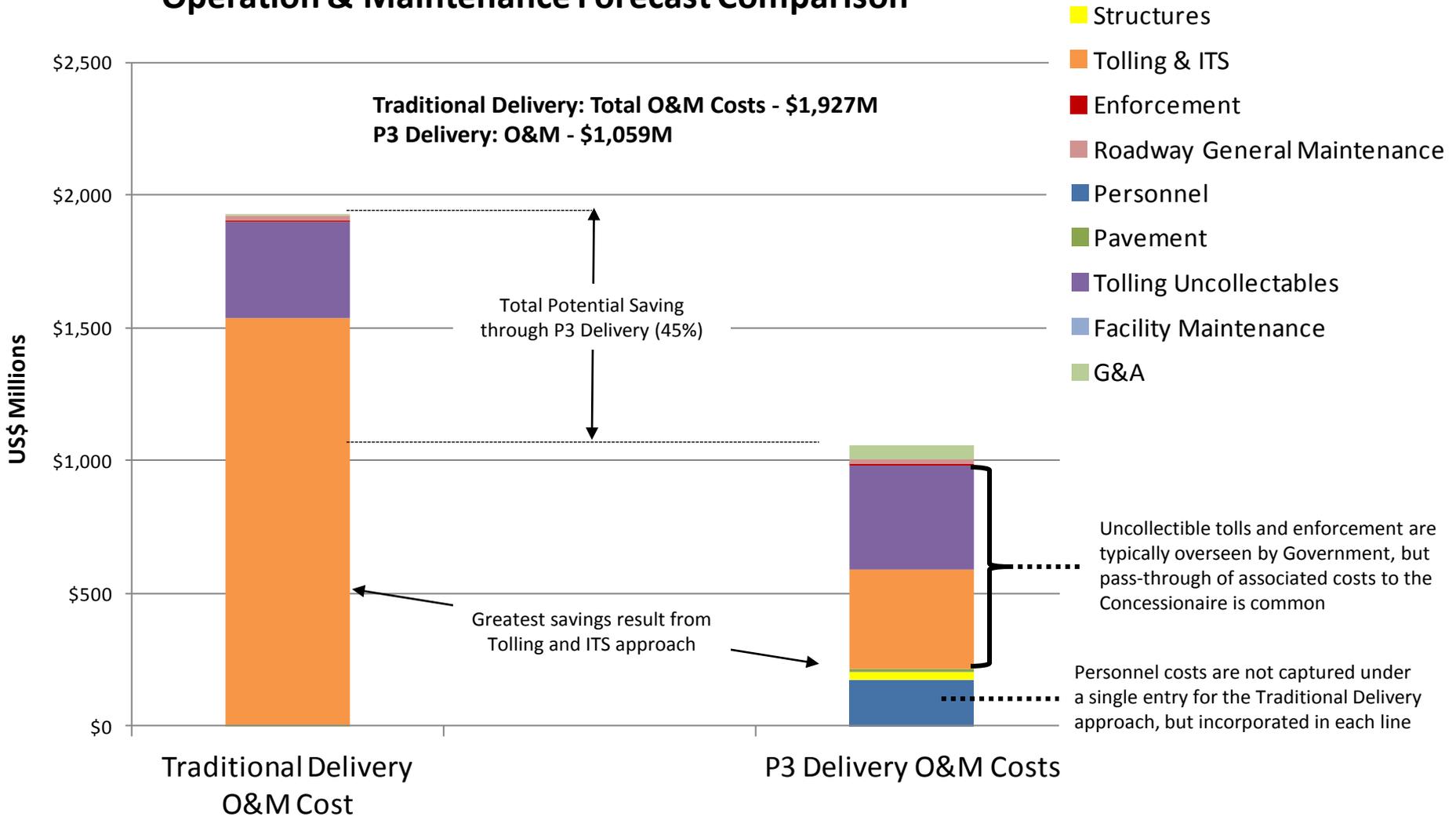
Lifecycle Costs

SR 509 Express Toll Lanes Lifecycle Costs (Millions)	Traditional Delivery	P3 Delivery
Roadway Maintenance	\$23.53	\$1.90
Pavement Maintenance	\$51.72	\$80.94
Structures	\$0.00	\$1.11
Tolling & ITS Maintenance	\$87.46	\$43.91
Other Misc. Items	\$27.03	\$0.00
Engineering, Construction Mgmt. and Test	\$14.96	\$0.00
Design	\$0.00	\$0.00
Mobilization and Preparation	\$11.50	\$0.00
General Contingencies	\$0.00	\$35.34
Total Over Concession	\$216.21	\$163.19

- Overall, P3 costs are 25% lower in nominal (2011) dollars
- P3 case actually spends significantly more on pavement repairs
- Majority of savings are on Tolling and ITS (\$43.5M or 50% of the total savings)

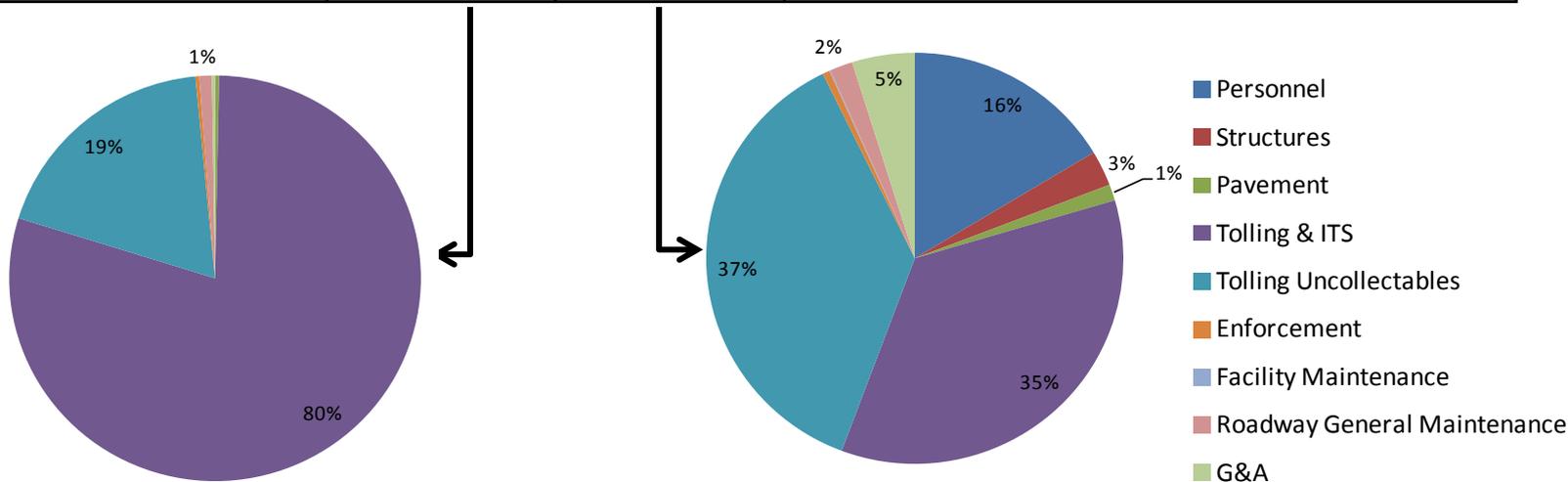
O&M Costs

Operation & Maintenance Forecast Comparison



O&M Costs

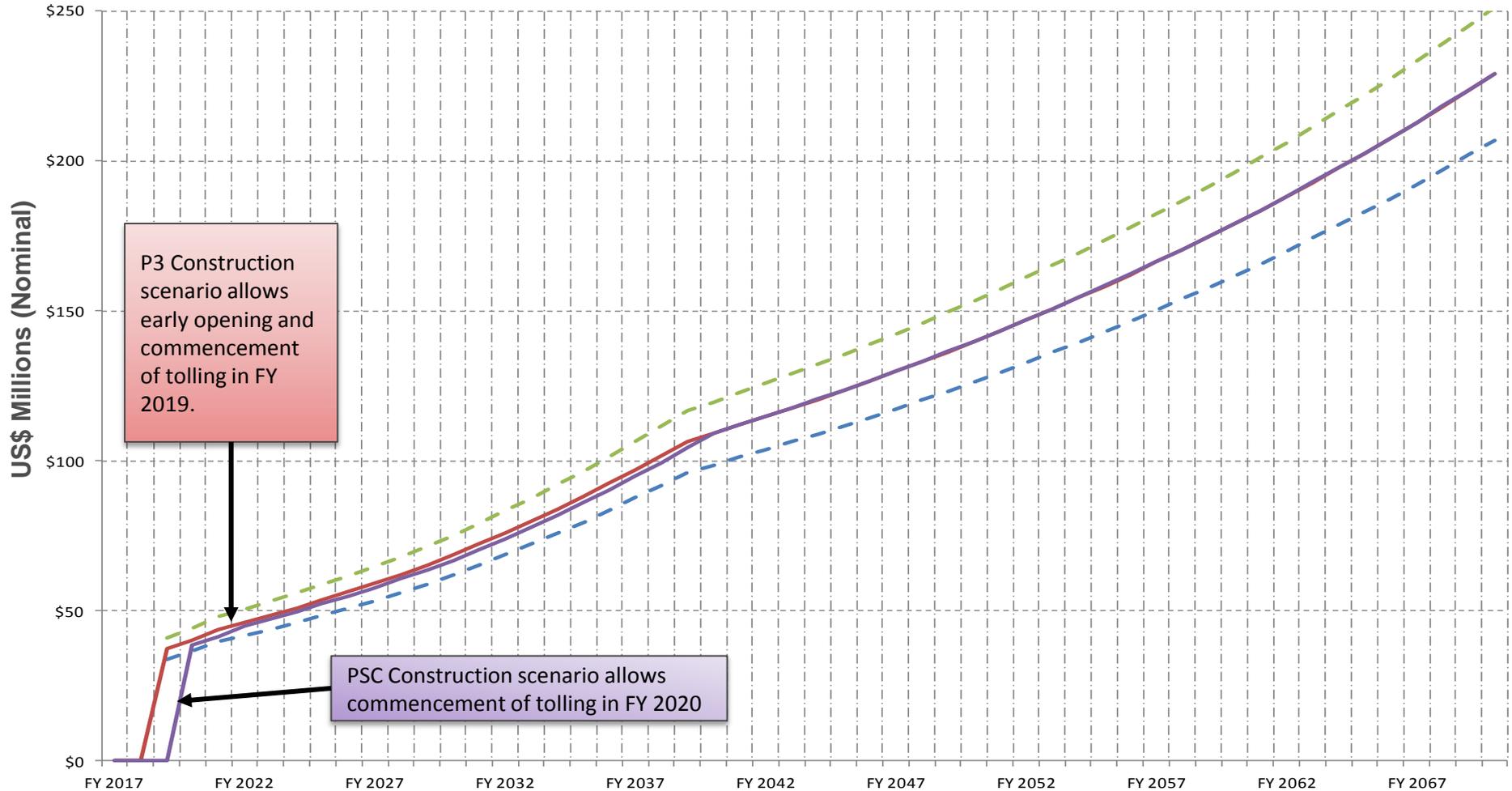
SR 509 Express Toll Lanes O&M Costs (Millions)	Traditional Delivery	P3 Delivery	Comment
Personnel	\$0.00	\$173.62	WashDot personnel costs are incorporated within each of the line items such as structures, pavements etc.
Structures	\$0.20	\$29.39	Includes bridges, safety barriers and retaining walls
Pavement	\$5.96	\$13.43	Includes asphalt & concrete pavement
Tolling & ITS	\$1,531.34	\$373.25	Includes annual maintenance, fixed back office costs, transaction based cost & credit card fees
Tolling Uncollectables	\$359.97	\$391.93	For both delivery methods assumed 4.5% of Revenue
Enforcement	\$5.71	\$5.81	Assumed the same for both delivery methods
Facility Maintenance	\$0.00	\$0.83	
Roadway General Maintenance	\$18.97	\$18.89	Includes drainage, landscaping etc.
G&A	\$4.69	\$51.46	General & Administrative costs
Total Over Concession Years	\$1,927	\$1,059	



Financial Model Inputs (SR 167 Express Toll Lanes)

Revenue Assumptions

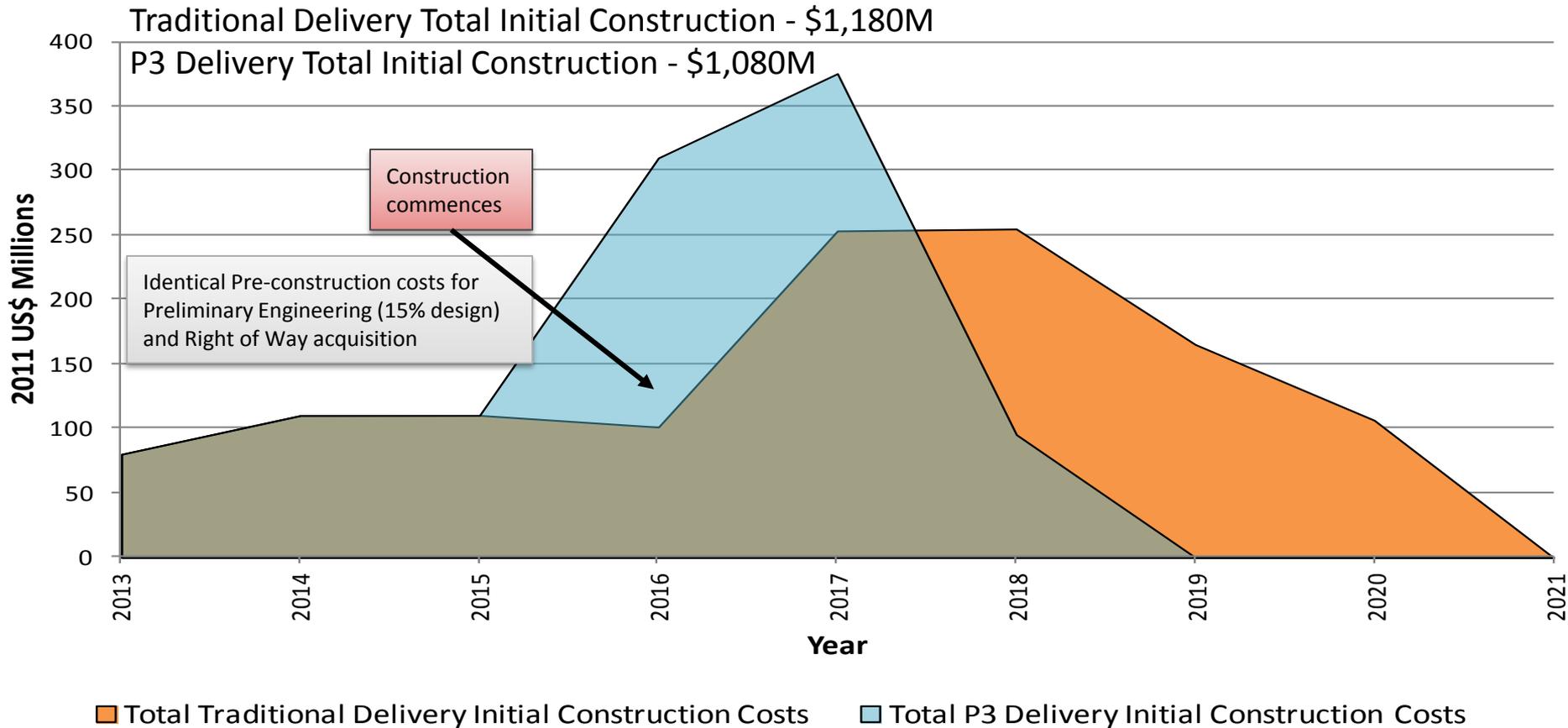
PSC Revenue Assumptions		P3 Revenue Assumptions	
Base Case		Base Case	
		High Case	
		Low Case	



Construction Costs

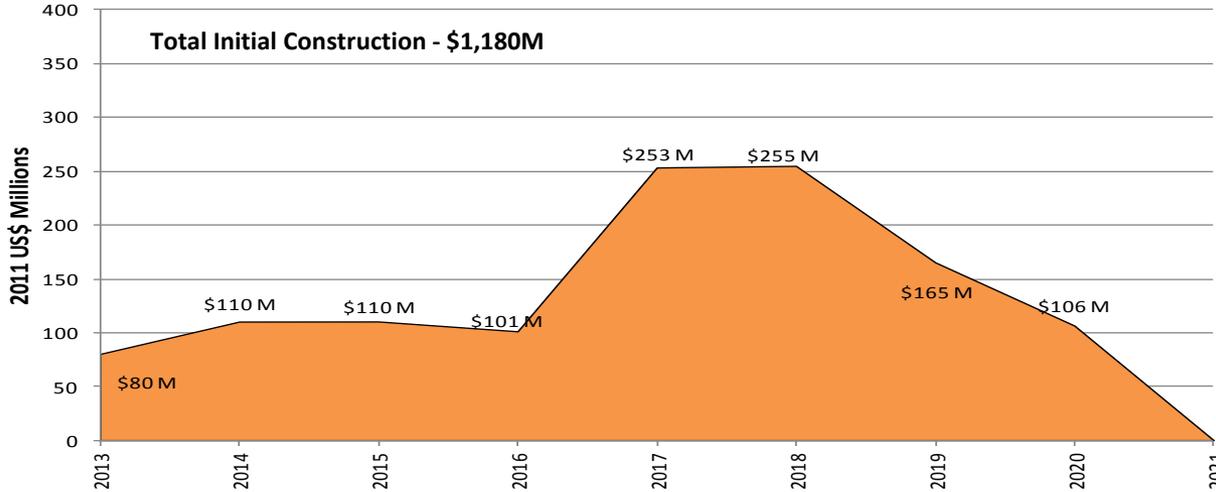
P3 Case assumes accelerated construction schedule

Initial Construction Costs Comparison



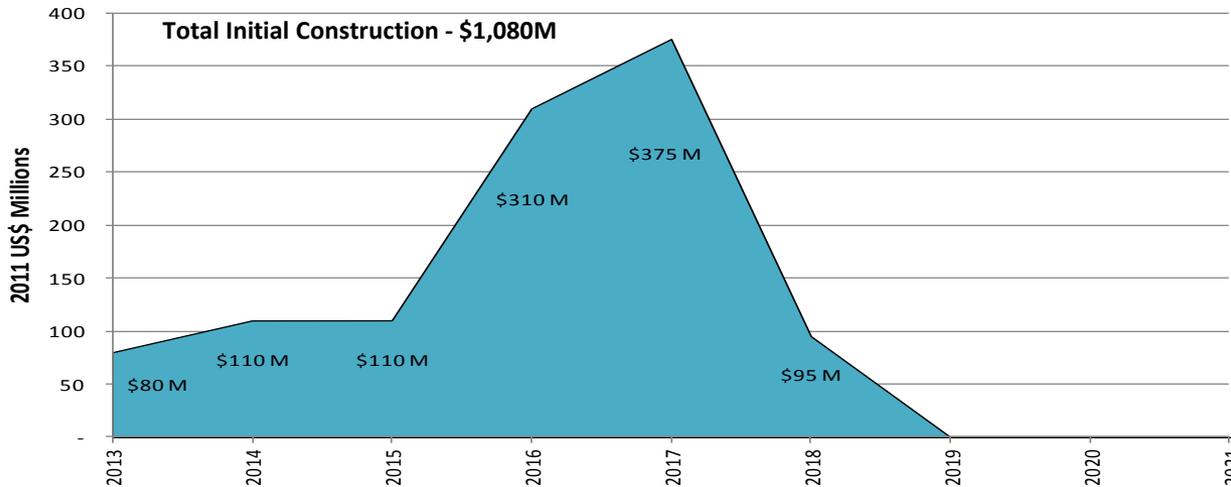
Construction Costs

Traditional Delivery Initial Construction Costs



Right of Way and Design costs are assumed the same for both forms of delivery

P3 Delivery Initial Construction Costs

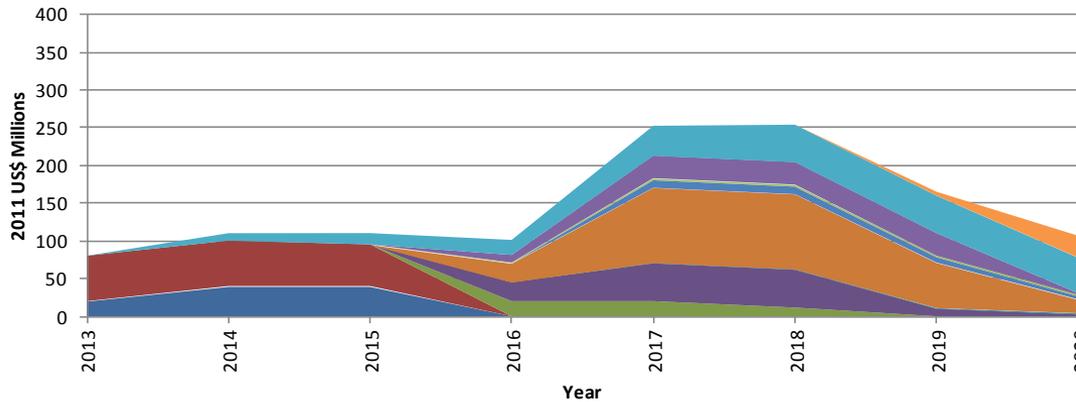


Initial Construction Costs Savings for the P3 Delivery method are based on the ability of the private sector to complete construction within 4 years instead of 5, reducing all time dependant costs such as Mobilization & Preparation and Traffic Control, and to a lesser extent other costs such as Design

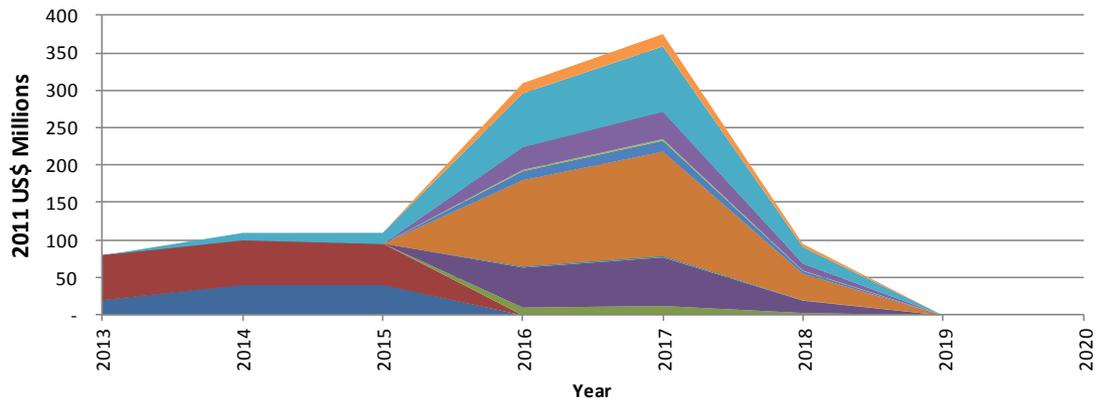
The private sector would have the ability to bulk purchase materials such as steel which could potentially provide significant savings . However, this has not been assumed for this project.

Construction Costs

**SR 167 Express Toll Lanes
Traditional Delivery Initial Construction Costs**



**SR 167 Express Toll Lanes
P3 Delivery Initial Construction Costs**



SR 167 Express Toll Lanes Initial Construction Costs (Millions)	Traditional Delivery	P3 Delivery
DESIGN	\$100	\$100
RIGHT of WAY	\$175	\$175
MOBILIZATION AND PREPARATION	\$52	\$26
GRADING, DRAINAGE AND STOCKPILING	\$138	\$133
WATERLINES, STORM AND SANITARY SEWERS	\$5	\$5
STRUCTURES	\$303	\$289
ASPHALT AND SURFACING	\$31	\$30
CEMENT CONCRETE PAVEMENT	\$0	\$0
TRAFFIC CONTROL	\$9	\$5
OTHER ITEMS*	\$102	\$77
NON - BID COSTS 700 Level Items**	\$232	\$206
TOLLING & ITS	\$34	\$34
Total Construction Cost	\$1,180	\$1,080

* Other Items include Design, QAQC (15%), Guardrail, Signage other minor items, Environmental mitigation like recon of wetlands, stream restoration etc, differing site conditions

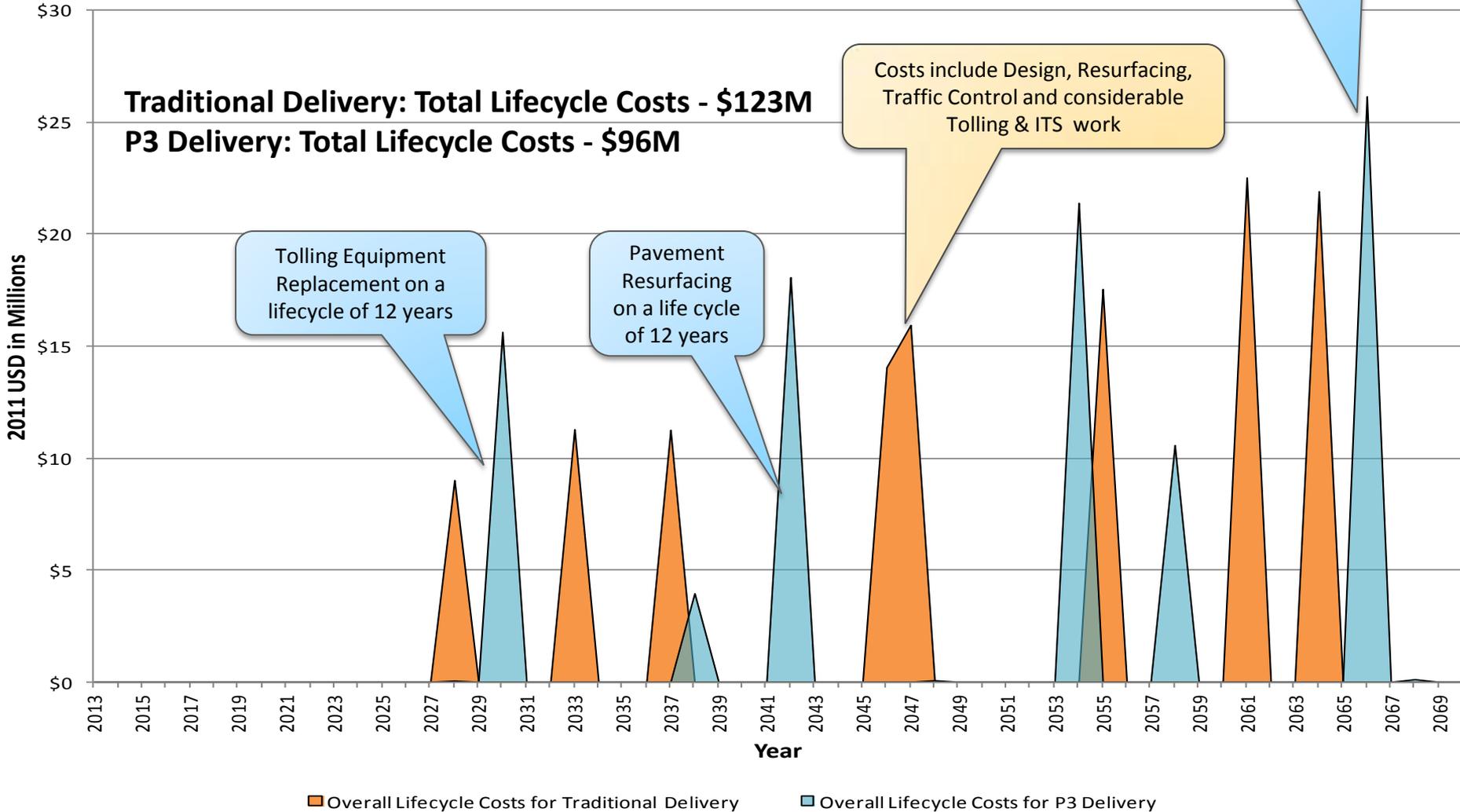
** Non Bid Costs include sales tax, construction engineering (WSDOTs own and sub costs to inspect during construction) contingency, stipend for failed bidders

- DESIGN
- RIGHT of WAY
- MOBILIZATION AND PREPARATION
- GRADING, DRAINAGE AND STOCKPILING
- WATERLINES, STORM AND SANITARY SEWERS
- STRUCTURES
- ASPHALT AND SURFACING
- CEMENT CONCRETE PAVEMENT
- TRAFFIC CONTROL
- OTHER ITEMS
- NON - BID COSTS 700 Level Items
- TOLLING & ITS

Lifecycle Costs

Lifecycle Cost Comparison

Pavement Resurfacing, Bridge Structure Repair & Tolling Equipment Replacement to meet Handback Requirements



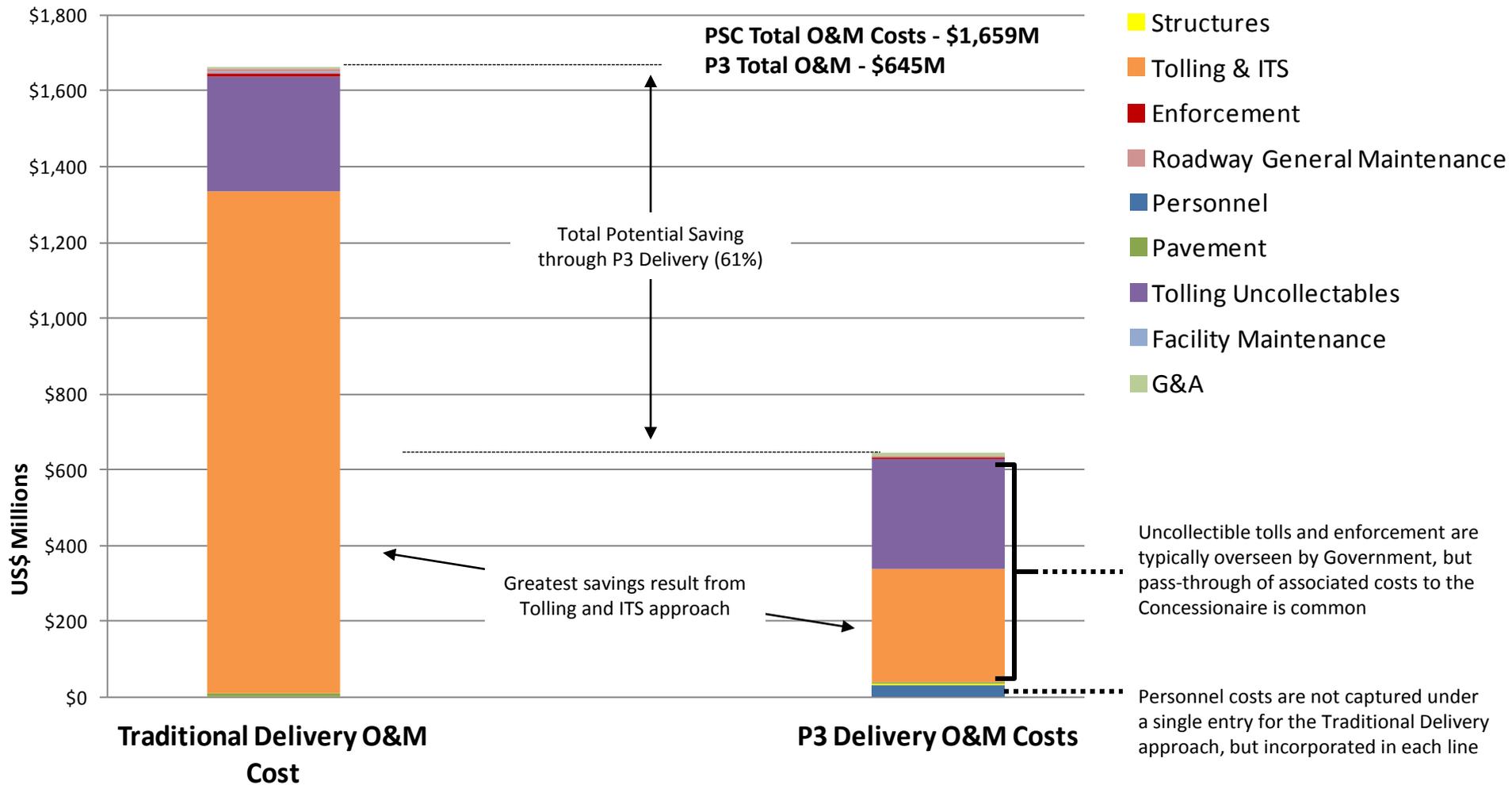
Lifecycle Costs

SR 167 Express Toll Lanes Lifecycle Costs (Millions)	Traditional Delivery	P3 Delivery	
Roadway Maintenance	\$12.93	\$0.28	} \$41.28
Structures \$51.83			
Pavement Maintenance	\$28.34	\$16.10	
Tolling & ITS Maintenance	\$47.14	\$23.47	
Other Misc. Items	\$17.74	\$0.00	
Engineering, Construction Mgmt. and Testing Fees	\$9.81	\$6.02	
Design	\$0.00*	\$3.77	
Mobilization and Preparation	\$7.55	\$4.52	
General Contingencies	\$0.00*	\$6.51	
Total Over Concession	\$123.51	\$96.12	
* Cost is included within Engineering, Construction Mgmt. and Testing Fees			

- Overall, P3 costs are 22% lower in nominal (2011) dollars
- P3 case actually spends significantly more on pavement and structure repairs
- Majority of savings are on Tolling and ITS (\$24M or 50% of the total savings)

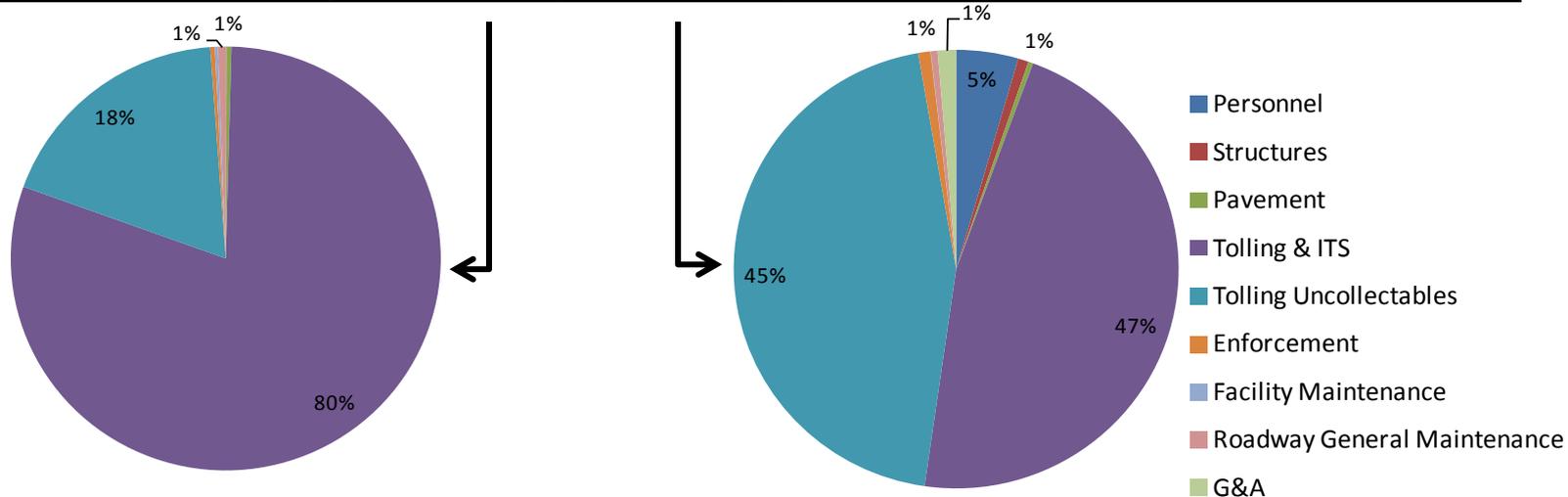
O&M Costs

Operation & Maintenance Forecast Comparison



O&M Costs

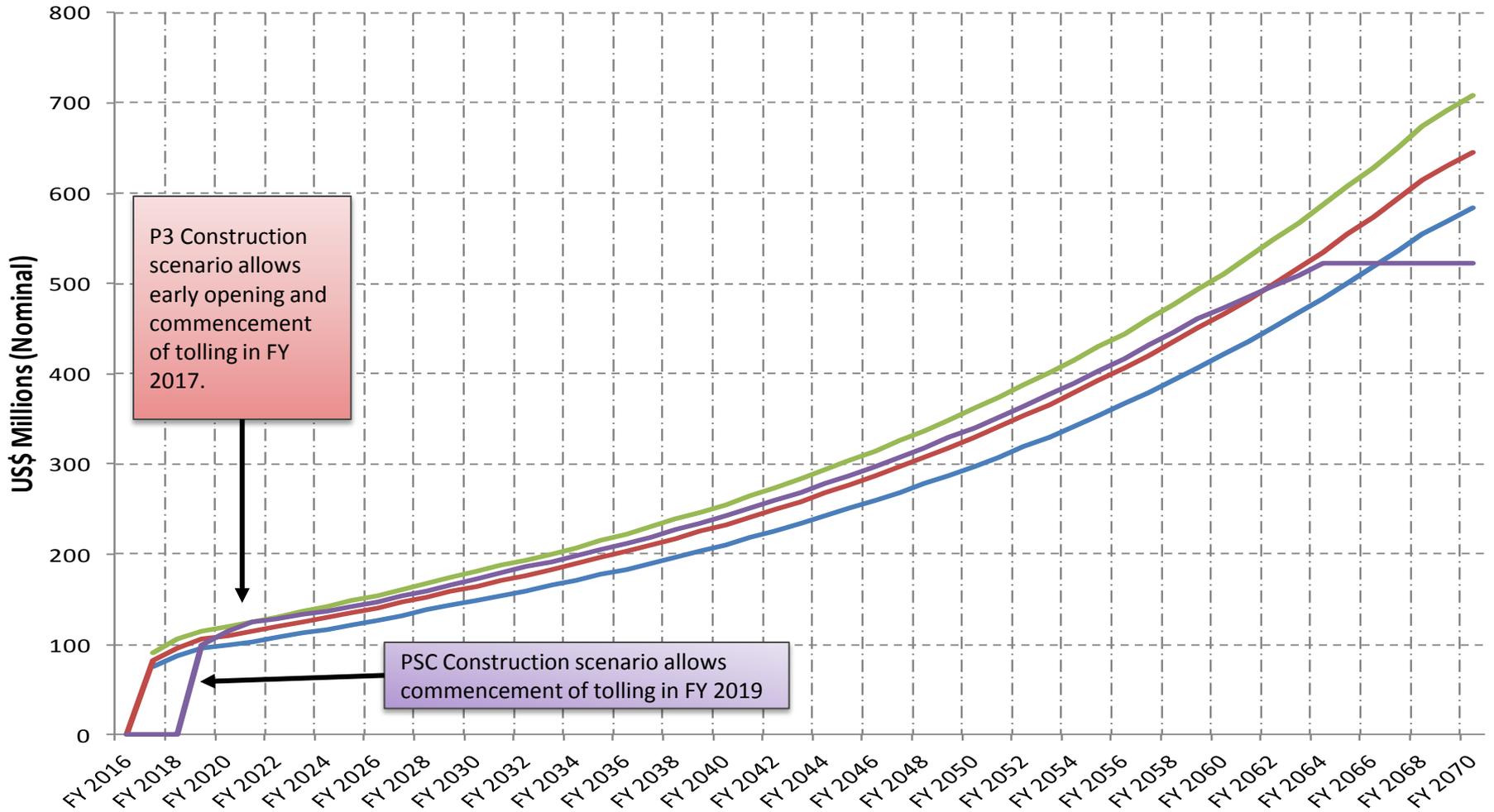
SR 167 Express Toll Lanes O&M Costs (Millions)	Traditional Delivery	P3 Delivery	Comment
Personnel	\$0.00	\$29.10	WashDot personnel costs are incorporated within each of the line items such as structures, pavements etc.
Structures	\$1.06	\$4.93	Includes bridges, safety barriers and retaining walls
Pavement	\$6.04	\$2.25	Includes asphalt & concrete pavement
Tolling & ITS	\$1,328.14	\$301.09	Includes annual maintenance, fixed back office costs, transaction based cost & credit card fees
Tolling Uncollectables	\$304.35	\$290.36	For both delivery methods assumed 4.5% of Revenue
Enforcement	\$5.71	\$5.76	Assumed the same for both delivery methods
Facility Maintenance	\$3.72	\$0.14	
Roadway General Maintenance	\$9.55	\$3.17	Includes drainage, landscaping etc.
G&A	\$0.17	\$8.63	General & Administrative costs
Total Over 55 Years	\$1,659	\$645	



Financial Model Inputs (Columbia River Crossing)

Revenue Assumptions

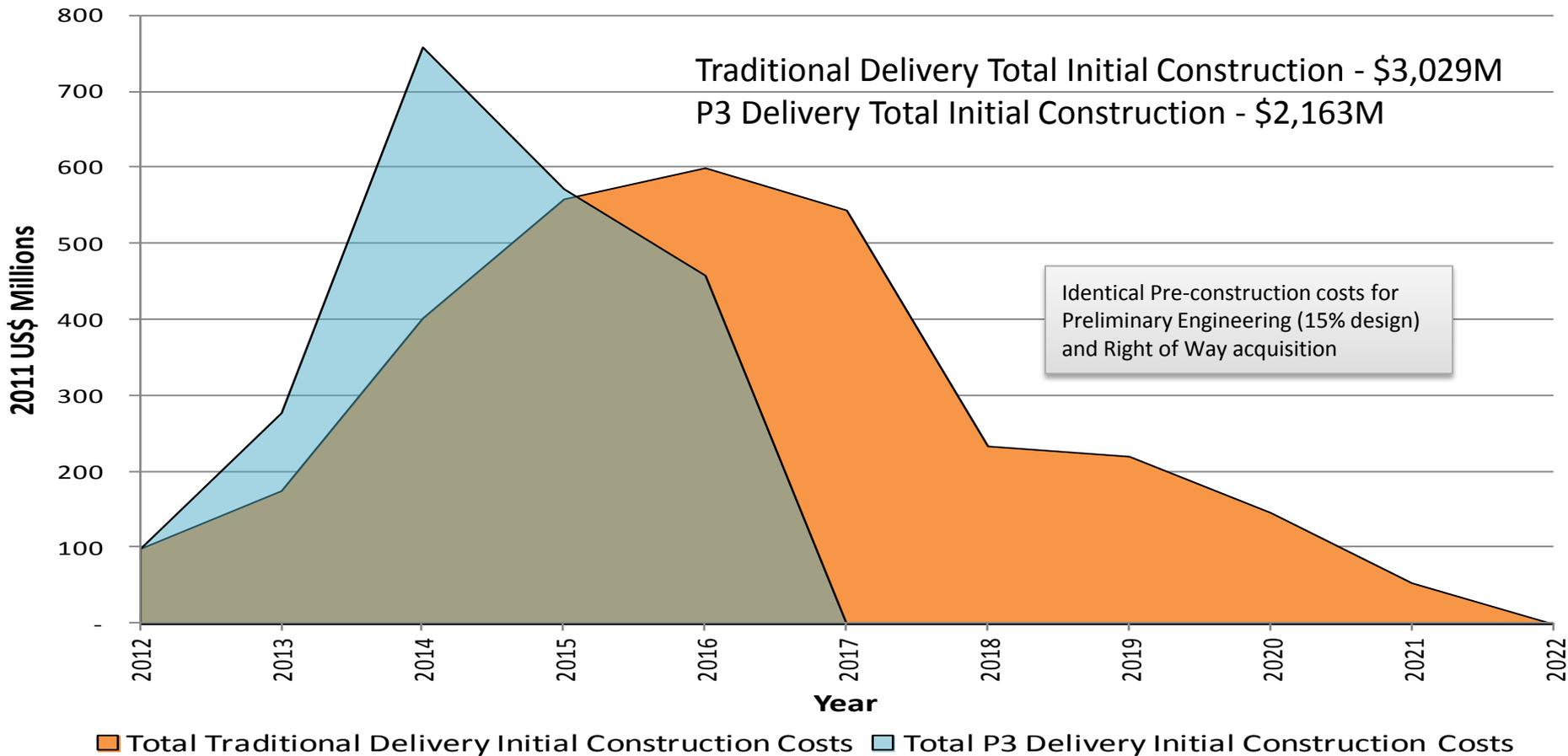
PSC Revenue Assumptions		P3 Revenue Assumptions	
Base Case		Base Case	
		High Case	
		Low Case	



Construction Costs

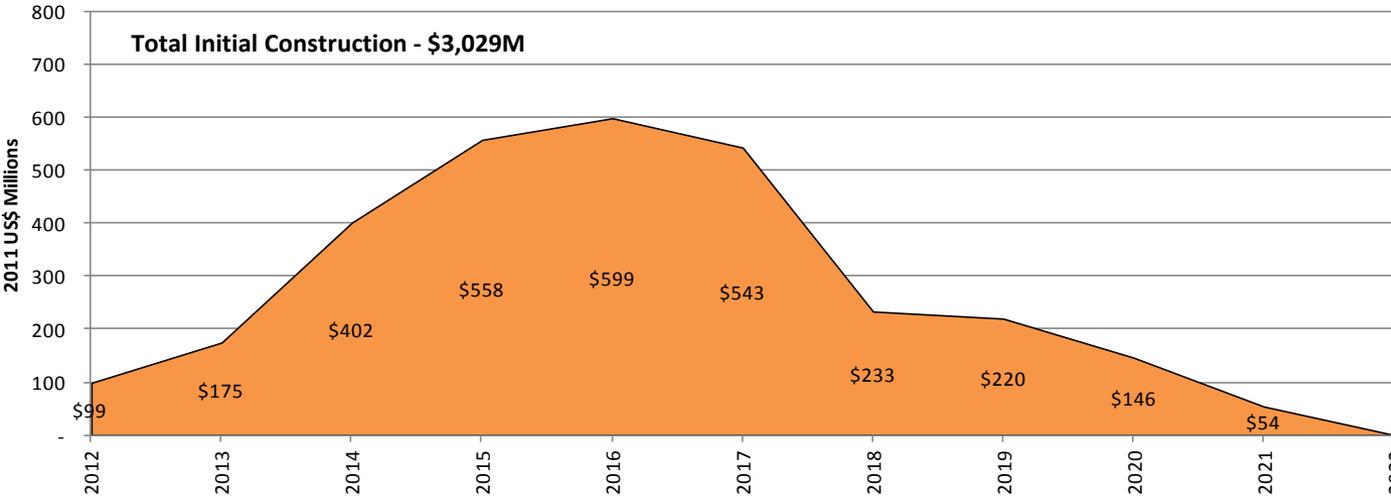
P3 Case assumes accelerated construction schedule

Initial Construction Comparison



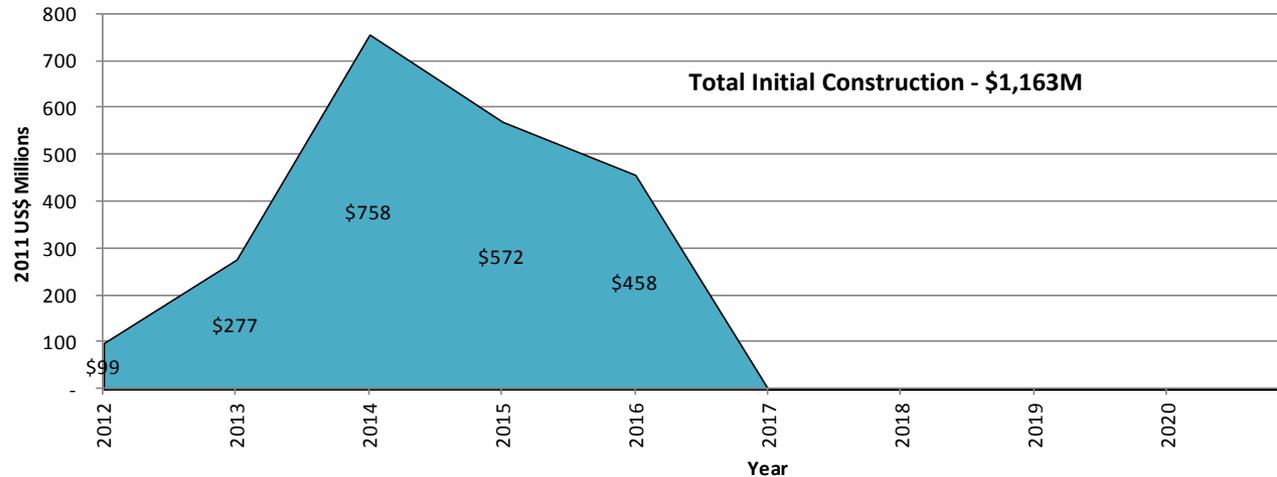
Construction Costs

CRC Traditional Delivery Initial Construction Costs



Right of Way and Design costs are assumed the same for both forms of delivery

CRC P3 Delivery Initial Construction Costs

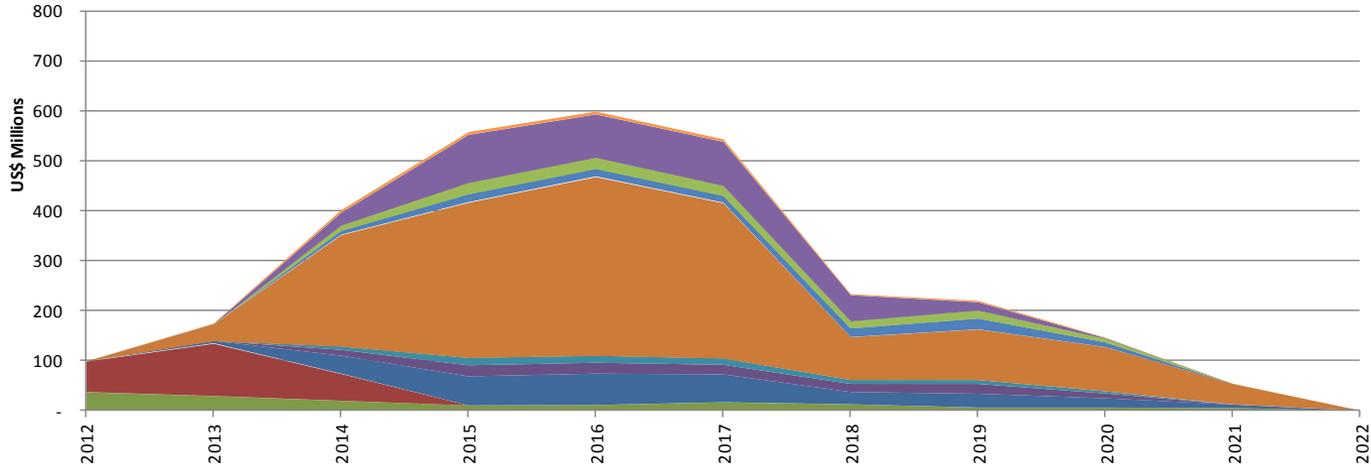


Initial Construction Costs Savings for the P3 Delivery method are based on the ability of the private sector to complete construction within 4 years instead of 8, reducing all time dependant costs such as Mobilization & Preparation and Traffic Control, and to a lesser extent other costs such as Design

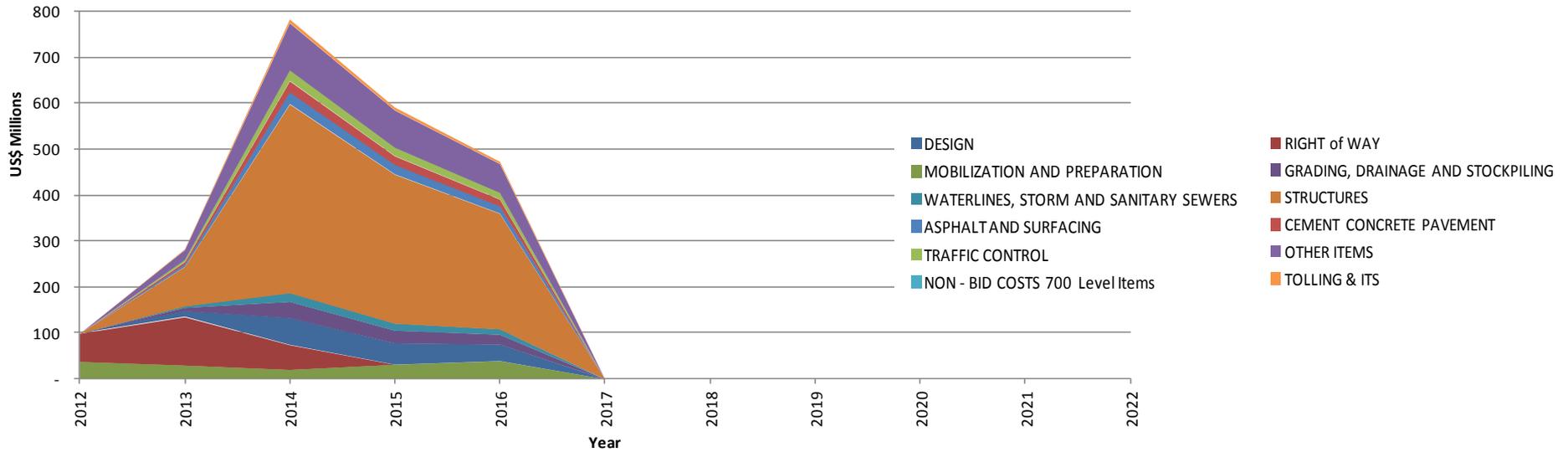
The private sector would have the ability to bulk purchase materials such as steel which could potentially provide significant savings. However, this has not been assumed for this project.

Construction Costs

CRC Traditional Delivery Initial Construction Costs



CRC P3 Delivery Initial Construction Costs



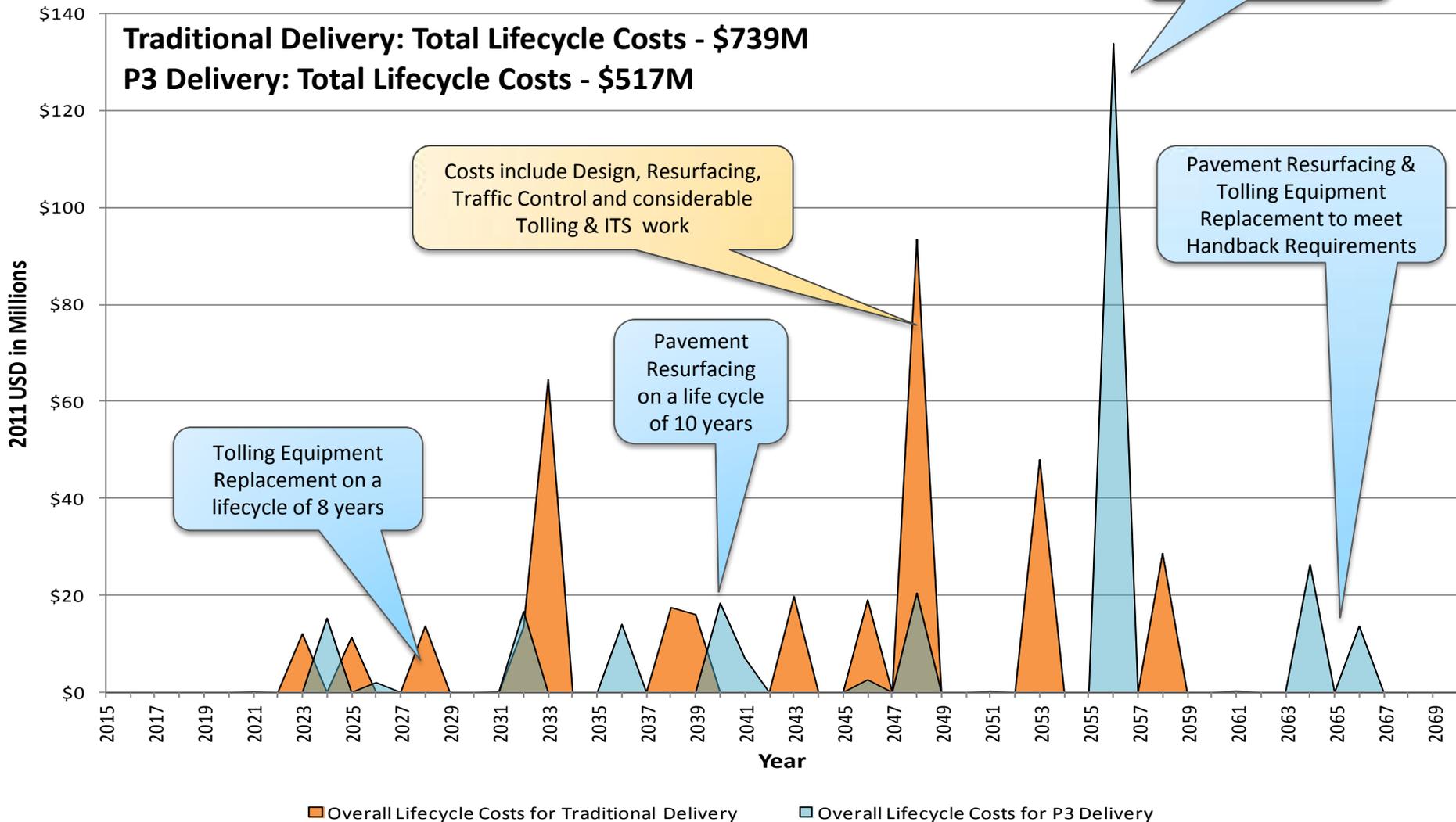
Initial Construction Costs

CRC Toll Lanes Initial Construction Costs (Millions)	Traditional Delivery	P3 Delivery
DESIGN	\$157	\$157
RIGHT of WAY	\$220	\$220
MOBILIZATION AND PREPARATION	\$293	\$151
GRADING, DRAINAGE AND STOCKPILING	\$120	\$92
WATERLINES, STORM AND SANITARY SEWERS	\$68	\$52
STRUCTURES	\$1,553	\$1,071
ASPHALT AND SURFACING	\$101	\$70
CEMENT CONCRETE PAVEMENT	\$0	\$0
TRAFFIC CONTROL	\$122	\$63
OTHER ITEMS*	\$368	\$267
NON - BID COSTS 700 Level Items**	\$0	\$0
TOLLING & ITS	\$27	\$20
Total Construction Cost	\$3,029	\$2,163
* Other Items include Design, QAQC (15%), Guardrail, Signage other minor items, Environmental mitigation like recon of wetlands, stream restoration etc, differing site conditions		
** Non Bid Costs include sales tax, construction engineering (WSDOTs own and sub costs to inspect during construction) contingency, stipend for failed bidders		

- Overall, P3 costs are 30% lower in nominal (2011) dollars
- Design & Right of Way costs are the same for both forms of delivery
- Majority of savings are on Mobilization and Preparation

Lifecycle Costs

Lifecycle Cost Comparison

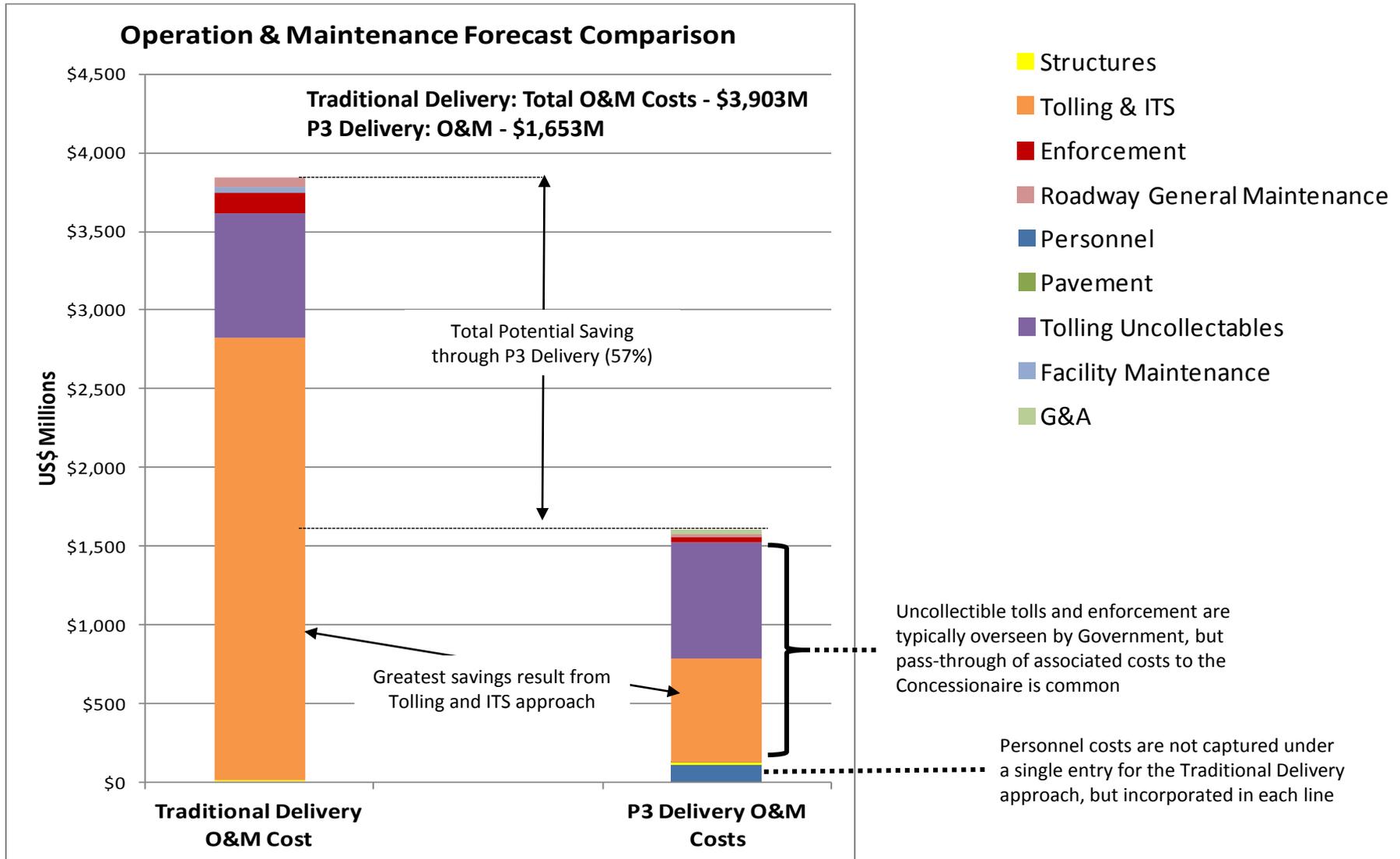


Lifecycle Costs

CRC Toll Lanes Lifecycle Costs (Millions)	Traditional Delivery	P3 Delivery
Roadway Maintenance	\$42.41	\$1.61
Pavement Maintenance	\$105.33	\$22.93
Structures	\$0.00	\$120.42
Tolling & ITS Maintenance	\$109.91	\$60.66
Other Misc. Items	\$50.58	\$0.00
Engineering, Construction Mgmt. and Testing Fees	\$27.98	\$20.56
Design	\$0.00	\$10.28
Mobilization and Preparation	\$21.52	\$12.34
General Contingencies	\$0.00	\$22.62
Total Over Concession	\$357.73	\$271.42

- Overall, P3 costs are 25% lower in nominal (2011) dollars
- P3 case actually spends significantly more on Structure repairs

O&M Costs



O&M Costs

CRC Toll Lanes O&M Costs (Millions) *	Traditional Delivery	P3 Delivery	Comment
Personnel	\$0.00	\$106.32	WashDot personnel costs are incorporated within each of the line items such as structures, pavements etc.
Structures	\$9.13	\$15.00	Includes bridges, safety barriers and retaining walls
Pavement	\$0.00	\$6.86	Includes asphalt & concrete pavement
Tolling & ITS	\$2,812.59	\$659.66	Includes annual maintenance, fixed back office costs, transaction based cost & credit card fees
Tolling Uncollectables	\$796.24	\$732.10	For both delivery methods assumed 4.5% of Revenue
Enforcement	\$127.42	\$41.92	Assumed the same for both delivery methods
Incident Response	\$8.36	\$34.63	Assumed the same for both delivery methods
Facility Maintenance	\$34.56	\$0.42	
Roadway General Maintenance	\$60.14	\$9.64	
Winter Maintenance	\$54.78	\$13.48	Assumed the same for both delivery methods
Landscaping	\$0.00	\$6.75	Assumed the same for both delivery methods
G&A	\$0.00	\$26.26	General & Administrative costs
Total Over Concession	\$3,903	\$1,653	

*Costs associated with Insurance Preimums not included within this analyses.

